

VFA 1973



The people who build Jaguar, MG, Triumph and Land Rover present the

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Marina

From Triumph comes the kind of disc brakes up front that sports car drivers regard not as a luxury, but as a definite necessity. They help to provide dependable, fade-resistant stops. The standard four-speed fully synchronized manual transmission, developed by Triumph, delivers a crisp, smooth response—a must in today's fast-paced traffic.



From MG comes the most reliable engine in MG history, a single carburetor version of the MGB 1800 cc engine which has proven its reliability in 2 billion miles of driving. And, just think, the engine selected for the new Marina has also proven its performance—and dependability—with over a decade of

racing experience behind it. In fact, it's been the Sports Car Club of America Class E National Champion for the past two years. And, thanks to a special carburetor improvement, the Marina's engine burns fuel more efficiently. Result: greater economy with less harmful exhaust emissions.



From Jaguar comes the kind of well-bred handling that a man understands and a woman appreciates. The Marina has rack and pinion steering like a Jaguar which, combined with torsion bar suspension, delivers positive responsiveness at any corner or curve. And when it comes to city traffic and tight-corner parking, the Marina negotiates with grace and turns tightly in a 31-foot circle. The optional automatic transmission comes from the people who build Jaguar's automatic transmission as well.



From Land Rover comes the heritage of toughness and durability. This is evident in the Marina's strong body which has been described as a first class example of pressed steel design. Besides complying with safety regulations for crash tests, the Marina bodyshells deliver an unusually high degree of torsional stiffness—stiffer, in fact, than the Land Rover. What's more, the entire body of the Marina has been electroplated—electroplated, not just painted—with anti-corrosive agents. And, for added protection, its underbody is covered with 64 square feet of sealant.



The Marina is, in a very real sense, the most experienced new economy car on the market.

That's because the same people who build Jaguar's rack and pinion steering, Triumph's tough transmission and fade-resistant disc brakes, MGB's race-toughened engine and Land Rover's tough chassis also build the Marina.

What's more, the Marina's components are enclosed in a steel body whose lean, clean, aerodynamic lines reflect the classic English appearance of uncluttered good looks.

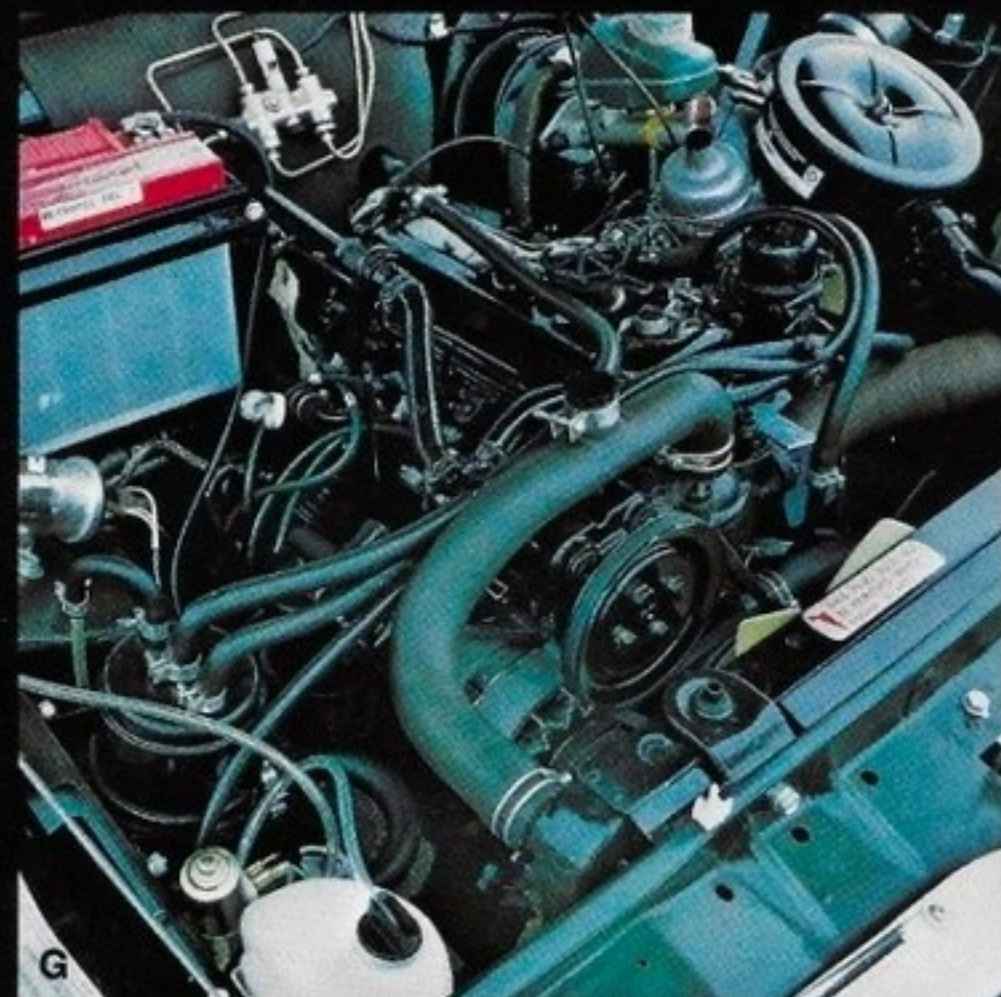
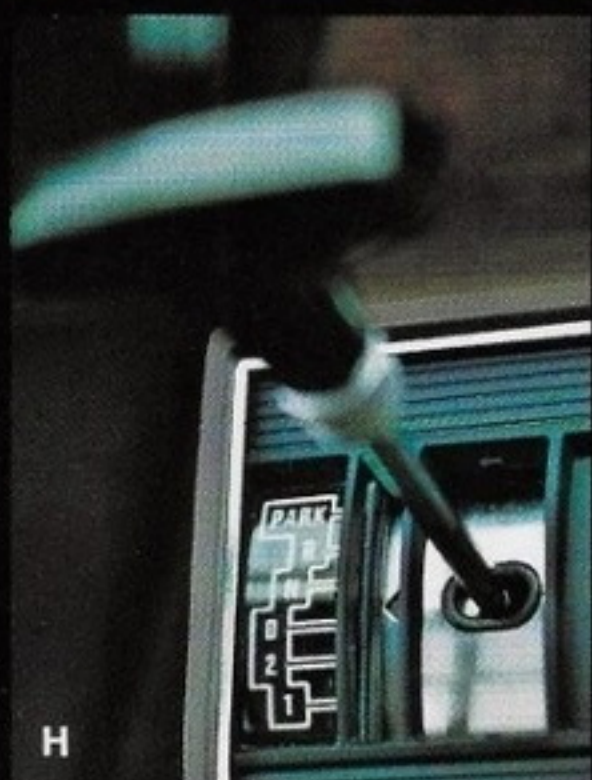
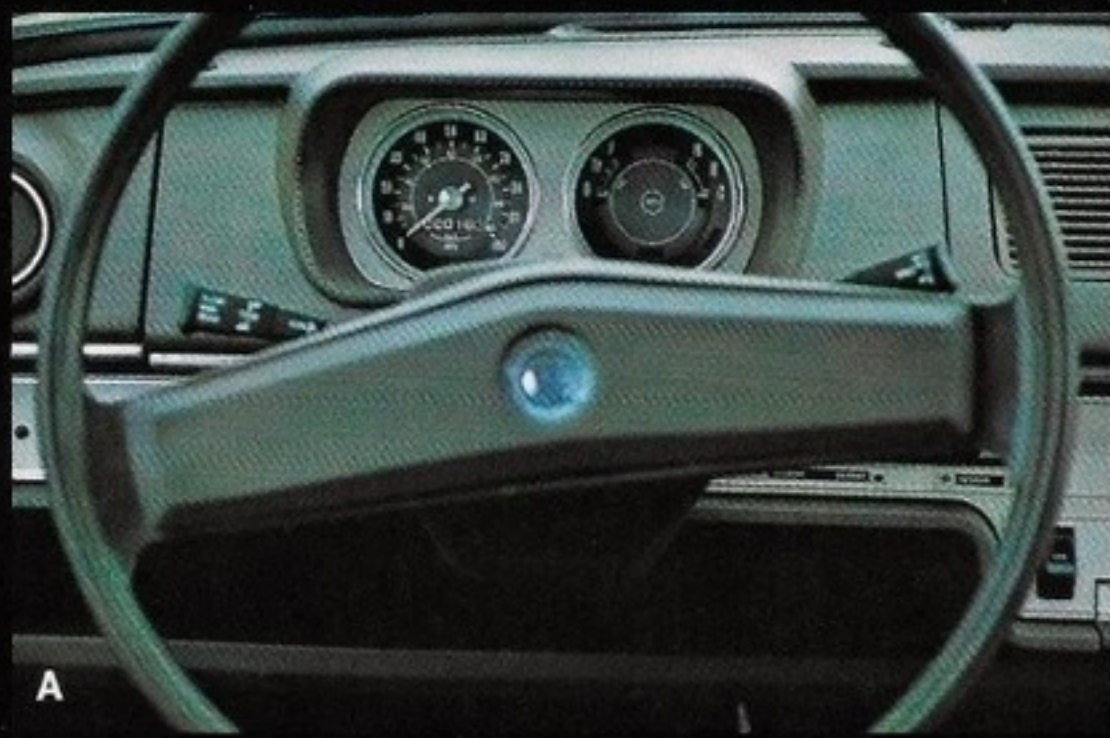
Good looks that will endure, thanks to the Marina's seven-stage phosphating process, extensive electroplating of anti-corrosive agents, and 64 square feet of undersealant.

And good looks that are backed up by uncommon strength. For example, Marina bodysells possess such a high level of torsional stiffness that it takes more than 6,200 and 5,100 foot pounds of pressure to make the two-door coupe or four-door sedan bend one degree.

With the Marina, comfort and quietude go hand in glove. From standard radial-ply tires, through torsion bar suspension, right up to contour seats, the Marina feels as comfortable as it looks. It even sounds comfortable because road and engine noises have been deadened to a low decibel rating.

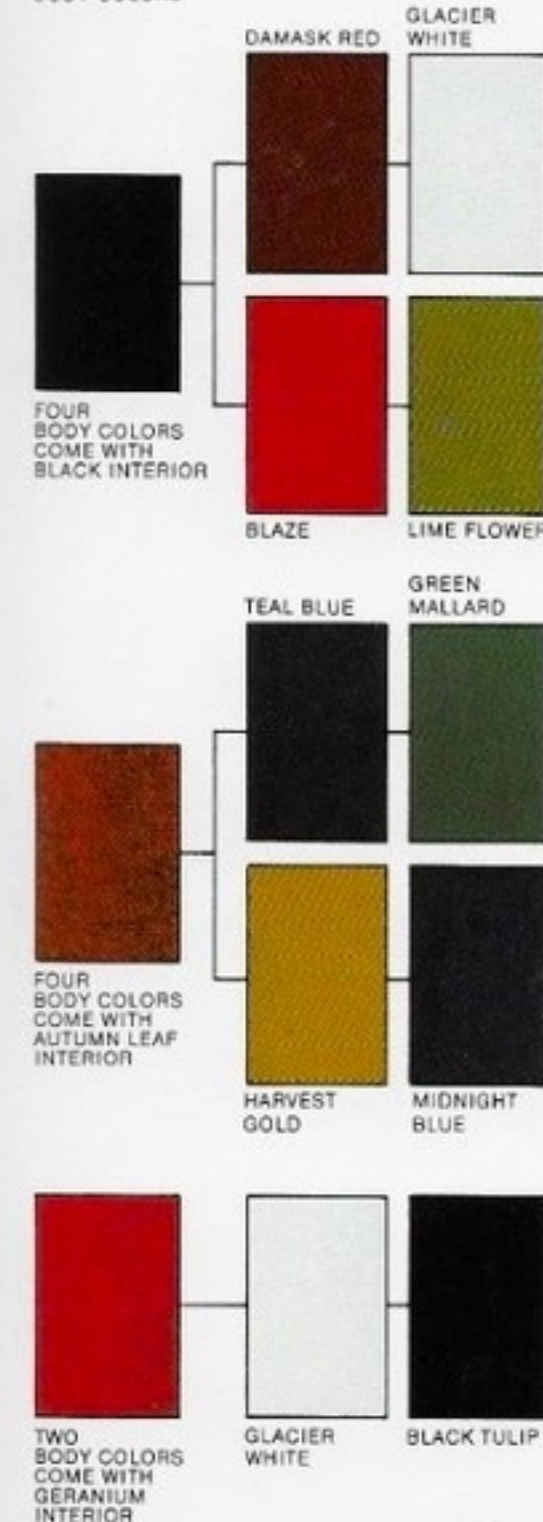
Practicality is the keynote of the Marina interior. Up front there's an easy-to-read dash, column-mounted master switches for fingertip control of all essential services. Anti-burst locks, recessed door handles and rear door locks that children can't open by accident, show the attention to detail that has been paid to every part of the car.

That's the Marina. For you. And your family. It's one tough economy car. In two good-looking models. With "four-on-the-floor" stick shift, or optional automatic transmission.



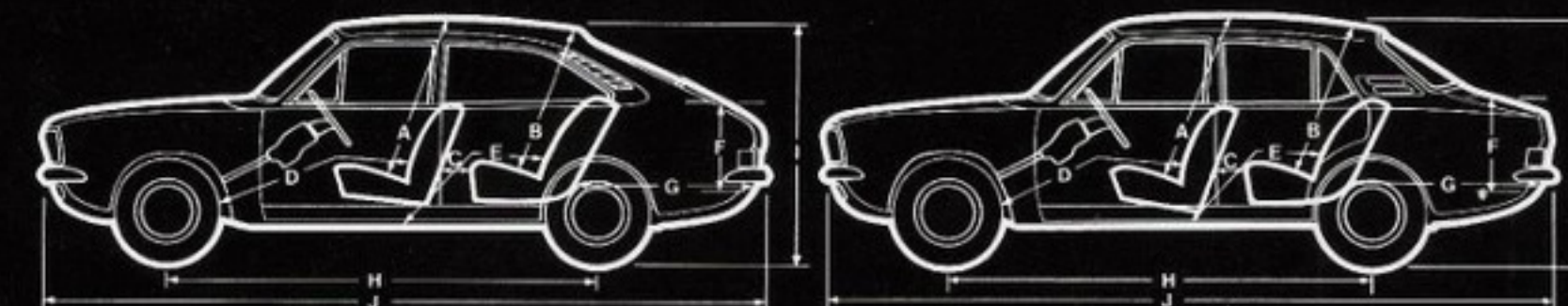
(A) Column-mounted master switches for fingertip control of all essential services including horn, headlight beams, two-speed windshield wiper and washer including a flick switch for single wipe, and directional signals (B) Padded dashboard with easy-to-read instrumentation (including tachometer on two-door GT model) and meticulously tailored bucket seats of easy-to-clean vinyl. (C) Roomy, lockable glove compartment which opens into L-shaped shelf to keep everything from maps to highway toll tickets within easy reach (D) Flush-fitting door handles with anti-burst locks and, for child safety, special devices which prevent rear doors from being opened from the inside. (E) "Four-on-the-floor" stick shift for a crisp, smooth response to power (F) Tastefully appointed interior, spacious enough for a growing family and comfortable enough for a backseat nap on cushioned armrest (G) The most reliable engine in MG history—the 1800 cc engine of an MGB (H) Optional automatic transmission (I) Easy controls for defroster, optional electrically heated rear window, and throughflow ventilation system which provides a complete change of air within the car twice a minute (J) Optional solid state AM-FM radio (K) 13 cubic feet of functional trunk space with spare radial-ply tire tucked neatly out of the way to make room for more luggage or a hitch-hiking basset hound.

BODY COLORS



DIMENSIONS:

	2-DOOR	4-DOOR
Front seat head room	A 35.5 in.	A 36.0 in.
Rear seat head room	B 32.5 in.	B 33.0 in.
Distance between seats—maximum	C 13.0 in.	C 12.5 in.
Distance between seats—minimum	C 9.0 in.	C 5.5 in.
Front seat leg room—maximum	D 47.0 in.	D 47.0 in.
Front seat leg room—minimum	D 43.0 in.	D 41.0 in.
Rear seat leg room—maximum	E 45.0 in.	E 46.5 in.
Rear seat leg room—minimum	E 41.0 in.	E 41.0 in.
Trunk height	F 19.25 in.	F 20.0 in.
Trunk depth	G 38.0 in.	G 41.0 in.
Trunk width	— 42.5 in.	— 42.5 in.
Front seats overall width	— 47.0 in.	— 47.0 in.
Rear seats overall width	— 53.5 in.	— 53.5 in.
Wheelbase	H 96.0 in.	H 96.0 in.
Overall height	I 55.1 in.	I 55.98 in.
Overall width	— 64.61 in.	— 64.81 in.
Overall length	J 166.12 in.	J 169.12 in.
Track at front	— 52.0 in.	— 52.0 in.
Track at rear	— 52.0 in.	— 52.0 in.
Ground clearance	— 5.42 in.	— 5.52 in.
Weight (approx.)	— 2,156 lb.	— 2,193 lb.



AUSTIN MARINA SPECIFICATIONS

ENGINE:

4-cylinder, in-line, overhead valve.
Exhaust and evaporative emission-control.
Compression ratio: 8.0:1
Displacement: 1798 c.c. (109.7 cu. in.)
Horsepower (SAE): Net 68.5 b.h.p. at 5,000 r.p.m.
Torque (SAE): Net 87 lb./ft. at 2,750 r.p.m.
Carburetion: Single S.U. HIF 6.
Fuel Pump: AC mechanical.
Fuel Tank Capacity: 11 gallons.

TRANSMISSION—MANUAL:

Four-speed synchromesh.
Clutch: Diaphragm spring type, 8 in. diameter, with hydraulic actuation.
Overall gear ratios:
Reverse 12.444:1
First 11.313:1
Second 7.003:1
Third 4.751:1
Fourth 3.636:1

TRANSMISSION—OPTIONAL AUTOMATIC:

Borg-Warner Model 35 three-speed.

STEERING:

Direct rack and pinion.

SUSPENSION:

Front: Independent, with torsion bars and lever-type shock absorbers.
Rear: Semi-elliptic leaf springs with shock absorbers.

BRAKES:

Power-assisted dual hydraulic braking system.
Front: 9.78 in. diameter disc brakes.
Rear: 8 in. diameter drum brakes.

ROAD WHEELS:

Pressed steel wheels, 13 in. diameter, fitted with 155 x 13 radial ply tires.

PERFORMANCE DATA:

Maximum speed: 97 m.p.h.
Acceleration: 0-60 m.p.h.—14 sec.
Road Speed at 1,000 r.p.m. in top gear: 18 m.p.h.

ELECTRICAL:

Negative ground, 12-volt system.
Alternator—36 amp. output, with solid-state regulator.
Battery—60 amp./hr.
Electric windshield wiper—2-speed and washer.
Heater/defroster with 2-speed blower.

INSTRUMENTS:

Speedometer with trip odometer.
Water temperature and fuel gauge.
Electric tachometer (2-door GT only).
Multi-purpose lever on left-hand of steering column controls horn, headlight low-beam/high-beam/flasher and directionals; right-hand lever controls windshield washer and two-speed wipers with single wipe capability.

BODY:

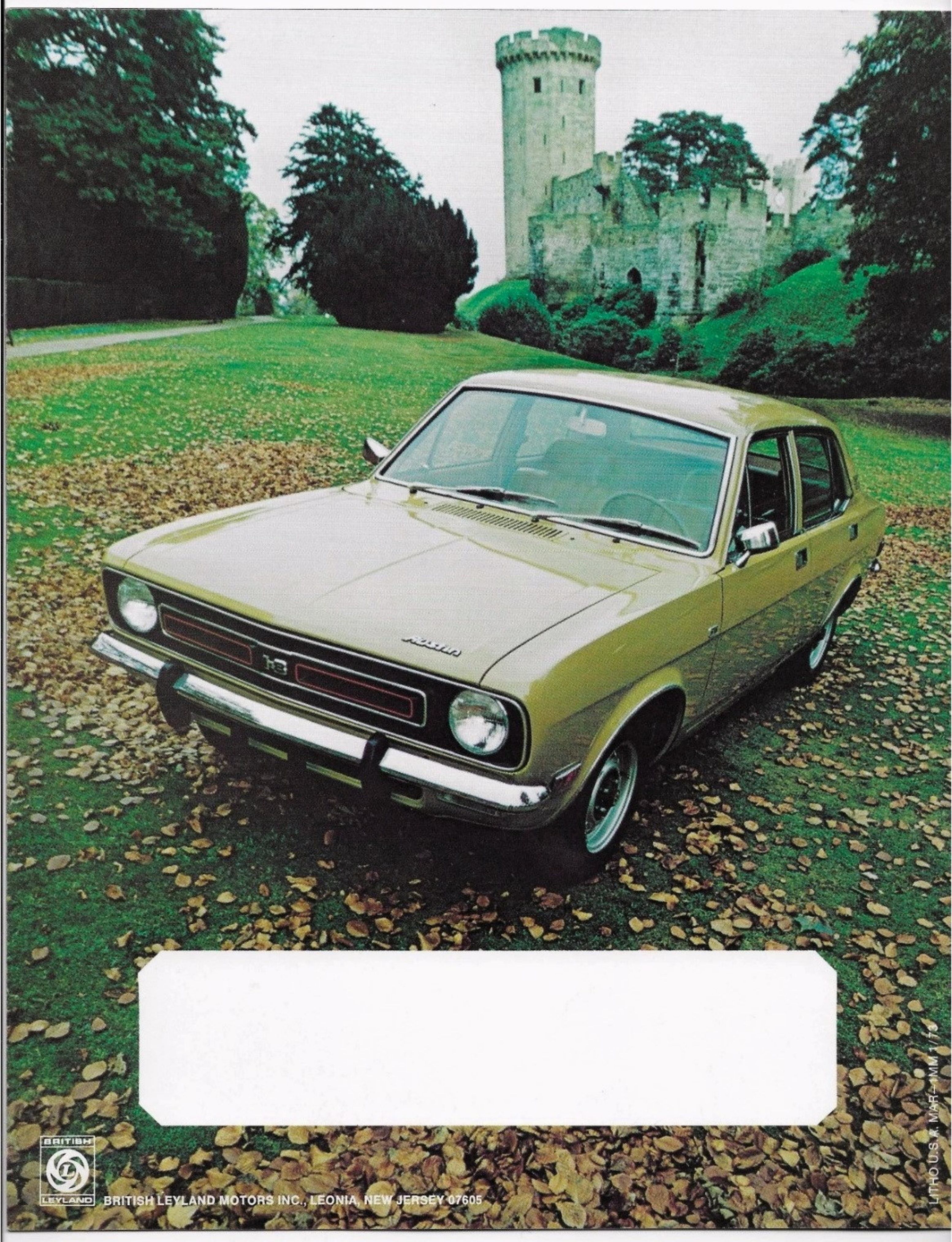
All-steel unitary construction, 2-door or 4-door.
Tinted glass with opening front vents.

INTERIOR:

Throughflow ventilation.
Face level vents.
Padded sunvisors with vanity mirror on passenger side.
Reclining vinyl bucket seats in front, vinyl bench seat with pull-down arm rest in rear.
Inertia type seat belts in front; automatic retracting seat belts in rear.
Automatic trunk light.
Cigarette lighter and ashtrays.
Lockable glove box with parcel shelves.
Cut-pile molded carpets front and rear.

OPTIONAL EQUIPMENT AND ACCESSORIES:

Automatic transmission.
Air conditioning.
Whitewall radial ply tires.
Electrically heated rear window.
Solid-state AM, AM/FM or AM/FM stereo radio.
Wheel trim rims.
Rubber floor mats, front and rear.
Wood or leather-covered gearshift knobs.
Mud flaps—front.
THE AUSTIN MARINA CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.
SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.



BRITISH LEYLAND MOTORS INC., LEONIA, NEW JERSEY 07605

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